



SCHOOL BUS, INC.

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DEPARTMENT OF EDUCATION "POINT OF CONTACT" **AUGUST NEWSLETTER**

Train the Trainer Sessions Well Attended

Three TTT sessions were held in July again this year in Pierre, Sioux Falls and Rapid City. Currently there are forty-eight TTT's certified to train their school bus drivers across the state. We have received a lot of positive comments from these training sessions. Dan loves what he does, puts a lot of work in to it and it shows in the excellent job he does.

We have two sets of tapes to be shared with those TTT. It will be very important to schedule a time for the tapes, as it will take a few days for the tapes to travel in the mail.

Driver training has also already started. You can see the state wide training schedule at the following web site:

<http://doe.sd.gov/oatq/transportation/index.asp>

S Endorsement for Mechanics? **NO, Says FMCSA**

NSTA just received the answer members have been waiting for: Mechanics and others who drive a school bus without student passengers do not need an S endorsement under the federal regulations. At the NSTA convention last week, Bob Redmond from the Federal Motor Carrier Safety Administration said that both New York and Pennsylvania had asked for guidance from the agency as to whether or not a mechanic driving an empty school bus would have to hold an S endorsement in addition to the P endorsement. At that time, the decision was still pending from the Chief Counsel's office. The decision was finally signed on July 21 and released to the state licensing agencies on Friday. The guidance actually goes further than we had anticipated. As you can see below, not only mechanics driving an empty bus but also drivers of passengers in any trip that is not school-related are exempt from the requirements of the S endorsement. Be aware that this guidance applies to the federal regulations. Your state may have more restrictive laws or regulations that apply to the S endorsement.

FMCSA Regulatory Guidance 49 CFR 383.93

Question: Are drivers required to have both the "P" passenger and "S" school bus endorsements if they are not transporting students when operating a "school bus" as defined in 49 CFR 383.5?

Answer: No. Only drivers actually transporting pre-primary, primary, or secondary students from home to school, from school to home, or from school-sponsored events in a school bus are required to have both the "P" and "S" endorsements. Only a "P" endorsement is required by drivers delivering school buses from the manufacturer, by mechanics and others operating empty school buses, and by drivers transporting students and/or adults to and from events that are not sponsored by the school.

NHTSA Issues CSRS Ease of Use Ratings

Those of you who use child safety restraint systems (car seats) for preschoolers or students with special needs know that the more difficult it is for drivers to secure the seat and the child, the less likely they are to do it properly. Since proper securement is critical to safety, knowing which seats are easier to use can be an important step toward safer transportation of this increasing population—as well as making drivers happier and more efficient. The National Highway Traffic Safety Administration is entering its fourth year of testing CSRS for ease of use, and has published its 2005 ratings on the NHTSA website at <http://www.nhtsa.dot.gov/CPS/CSSRating/Index.cfm>. The chart is easy to read, and provides detailed information on each CSRS, categorized by type of seat (e.g. forward-facing, combination). In addition to the ease of use rating (A, B, or C), you can readily see the weight range for the seat, harness type, and other information on 92

different seats. If you are looking for a specialized product (a forward-facing seat for a 65-pound child, for example), this is a good place to start.

New FTC Rule Requires Shredding Records

The Federal Trade Commission hopes to combat the proliferation of identity theft with new regulations that went into effect on June 1, 2005, requiring employers to destroy sensitive personal records before disposing of them. The rule applies to all companies, regardless of size, who possess or maintain consumer information prepared by a third party for business purposes, such as employment screening. Information typically located in personnel files is considered sensitive and must be destroyed prior to disposal. Personal information such as telephone numbers, old employee addresses, social security numbers—in short, any information that identifies an individual—must be destroyed, regardless of whether the information appears on paper or in electronic form. The regulation does not say how you should destroy the records, except that reasonable measures must be taken to protect against unauthorized access. That means shredding or burning paper records, or sending computer files to a third party to destroy. It also doesn't say when you should destroy the records. As you know, state and federal laws require retention of various records for certain periods of time, and this rule does not change those requirements. It requires only that you must destroy the records before disposing of them—in other words, you can't just throw them in the trash.

Recalls

The following recalls have been posted on the NHTSA website in the past month.

BlueBird All American, Conventional, Minibird, Microbird, Vision, and TC2000, model years 2002-2006, sold or registered in 20 Northeast and Midwest states. In extremely cold weather, the microswitches used internally to position the stop sign in the open and closed positions may malfunction, causing the sign to open or close in an improper position, or not to open at all. Blue Bird will notify owners in June and will replace the original switch with a switch pack that is not sensitive to extreme cold.

U.S. Bus Sturdibus and Universe, model years 2004-2005. Certain buses were manufactured with improper or missing welds on the 30" wide barrier support, which fails to comply with FMVSS 222. U.S. Bus will notify owners in June and will inspect the barriers and repair the welds as necessary.

U.S. Bus Sturdibus, model year 2005. Certain buses fail to comply with FMVSS 217, Window Retention. In the event of a crash, passenger contact with the window could cause the window to dislodge from its gasket/seal. U.S. Bus has not provided a remedy or notification schedule yet.

International 3200 Chassis, model year 2006, equipped with air brakes. The push rod that connects the brake pedal to the brake rod was manufactured incorrectly and could break under certain load conditions. International began notification on June 3; dealers will replace the push rods.

Ford E350 and E450 vans, model year 2004-2005, equipped with 6.0L diesel engines. Certain vans may experience stalling without warning while driving, and engine may or may not restart. Dealers will upgrade the fuel injection control module wire harness and/or install a new injection control pressure sensor. Notification of owners will begin on July 5.

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